

## NEW YORK HERALD.

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EDITOR AND PROPRIETOR.

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AMUSEMENTS TO-MORROW EVENING.

BROADWAY THEATRE, Broadway, near Broome street.—MELBA.

WOODS' THEATRE, Broadway, opposite the St. Nicholas Hotel.—THE KINGS OF THE GODS FOR NOVICES.

TONY PASTOR'S OPERA HOUSE, 201 Broadway.—SINGING, DANCING, BURLING, &amp;c.—THE FAINT GARDIAN.

GEORGE CHRISTY'S OLD SCHOOL OF MINSTRELS, 355 Broadway, opposite the St. Nicholas Hotel.—STROPHIAN SINGERS, DANIEL, &amp;c.—THE FIVE MINSTRELS.

BRYANT'S MINSTRELS, Mechanics' Hall, 472 Broadway.—SINGING, DANCING, BURLING, &amp;c.—THE FIVE MINSTRELS.

DODWORTH HALL, 306 Broadway.—FIRST GRAND CONCERT OF MISS ELA MARY.

COOPER INSTITUTE, 400 Broadway.—GRAND CONCERT FOR THE BENEFIT OF THE ORPHAN ASYLUM.

ROOLEY'S OPERA HOUSE, Broadway.—ETHIOPIAN MINSTRELS.—SINGING, DANCING, BURLING, &amp;c.—THE FIVE MINSTRELS.

BROOKLYN ATHLETIC.—ROBERT HILLER, THE GREAT CONQUEROR.

GERMANIA ASSEMBLY ROOMS, 23 Bowers.—LIZZY NATIONAL FAIR.

NEW YORK MUSEUM OF ANATOMY, 513 Broadway.—Open from 10 A. M. till 10 P. M.

NATIONAL ACADEMY OF DESIGN, Corner of Twenty-third and Fourth streets.—EXHIBITION OF ORIGINAL WORKS BY LIVING ARTISTS.

SUNDAY EVENING.—SACRED CONCERT AT THE FIFTH AVENUE OPERA HOUSE, Nos. 2 and 3 West Twenty-fourth St.

SUNDAY EVENING.—MR. G. W. MORGAN'S ORGAN CONCERT, at Irving Hall.

WITH SUPPLEMENT.

New York, Sunday, April 29, 1866.

THE NEWS.

RECONSTRUCTION.

The Joint Committee on Reconstruction in session yesterday agreed to offer their report on Monday. The injunction of secrecy having been removed, we are enabled to furnish the propositions offered in their plan for restoration, which they propose as an amendment to the constitution. No State shall deny to any person within its limits the equal protection of the law. The representation clause limits the apportionment to enfranchised males. All ex-rebels are disfranchised as far as voting for United States officers is concerned, until 1870. No claim or debt in aid of the rebellion or for slaves emancipated, is to be paid or recognized. A bill for the restoration to full political rights of the Southern States, provided that the Representatives and Senators of any State, lately in rebellion, ratifying such amendment, shall be admitted into Congress if duly elected. A period of ten years is allowed to any of the rebel States who accept the amendment, to pay the debt due in 1861. The bill declares Davis and Stephens, all foreign agents, the heads of departments, former United States Congressmen and officeholders who gave aid to the rebellion, all officers above colonel in the army and master in the rebel navy, Governors of States, and all who treated prisoners barbarously, to be ineligible to hold office under the government of the United States.

EUROPE.

The steamship Hermann, from Southampton on the 17th inst., arrived at this port early this morning. Her news is two days later.

It was rumored in Hamburg on the 14th inst., although without foundation, that Count Bismarck had resigned.

An attempt was made to assassinate the Emperor of Russia on the 15th inst.

Our correspondent in Bordeaux, France, notices the arrival at that port of an English screw steamer, the Henriette, said to be intended for the Chilean service. She is commanded by Captain Hunter Davidson, an ex-rebel American officer, who served on the Merrimack in Hampton Roads. The majority of her officers have also been engaged in the late Confederate navy. The vessel was being made ready for sea, and her presence caused a good deal of comment.

Matters remain about as before reported in Germany. The proposal of Prussia to resort to universal suffrage and a German Parliament, as a means of settling the war difficulty with Austria, excited the Paris Bourse greatly.

Serious and fatal collisions have taken place between the Italian troops and the citizens of Remini.

An exhibit of the strength and classification of the Italian navy appears in our columns.

A British workman, named Crowther, delivered a really eloquent and significant speech on the reform question, in which he drew a marked line between the rights of his class and the assumed rights of the aristocracy, and contrasted the services of both classes in building up England's greatness.

American five-twentys advanced one half per cent.

CONGRESS.

The Senate was not in session yesterday.

In the House, in accordance with previous notice, the day was devoted to debate on the President's annual message. Mr. Morrill, of Pennsylvania, eulogized the Morrill tariff as the great agency which brought the country to material prosperity through the war. Mr. Wainwright, in speaking of the proposed grant of the Northern Pacific Railroad to Mr. Galt, of Canada, said he was opposed to a union of New England with old England.

THE CITY.

The cholera is again raging at the Lower Quarantine. Five deaths have taken place and thirteen additional cases have been received on board the Falcon since Dr. Bissel made his last report. The whole number remaining in the hospital is ninety-eight, being an increase of eight since the last report. Dr. Swinburn, in a communication to the Board of Health, gives a very hopeful account of matters on board the Falcon, and says that the severity of the disease is gradually lessening. The old ship-of-war Saratoga was anchored in the lower bay on Friday night and will be used for quarantine purposes.

A meeting of the Young Men's Howard Association was held at 156 Broadway yesterday afternoon, when preliminary steps were taken to provide nurses and physicians for those who may be attacked with cholera in this city, and a prospectus fully explaining the objects of the association was distributed.

According to the report of the Health officer, the number of deaths in the city of Brooklyn last week was 142, a slight increase over the previous week. Of the deaths 43 were men, 25 women, 43 boys and 27 girls. The principal causes of death were consumption, disease of the heart, pneumonia, disease of the brain and convulsions. The report falls to give the deaths by typhoid fever, several of which occurred at the Flatbush hospital.

There was a great number of applicants for blank forms of license, under the license law, at the various precinct station houses yesterday. Such applicants as the captains would not vouch for were referred to the Inspector of Excise, who will cause a hearing of each one to be held, and decide whether they will be permitted to remain open. While the investigation is going on, however, their business will not be interfered with.

Surrogate Tucker gives notice that the trial calendar of issues of fact will commence on the 5th of May.

During last week the wife of the following named persons were admitted to probate in the Surrogate's Court of Kings county.—Jas. M. Farrington, Fanny Rogers, N. Miller, John Whittemore and Geo. Moore, all of Brooklyn. Letters of administration were granted on the estates of the late Mary S. Lamb, Geo. L.

Thatcher, Catharine Freedley, Thos. B. Watson, S. A. Ulrich and John Shorter, all of Brooklyn.

In the United States Commissioners Court yesterday a case came up before Commissioner Osborn in which a woman named Rosa Collins was charged with attempting to pass a counterfeit fifty dollar bill on James Levi, of No. 25 Avenue C. The accused was committed for further examination.

Magdalena Wanderly, the administratrix of Michael Wanderly, her husband, who was killed by the tug Thomas Cornell running against a drawbridge, which he was opening, has recovered two thousand dollars damages against the owner of the tug in the Circuit Court of Brooklyn.

The Rev. Father James O'Farrell, who died on Thursday at Clifton, S. I., was buried yesterday from St. Joseph's church, Sixth avenue. The deceased was formerly assistant priest at St. Joseph's, and was lately transferred to Staten Island. A large number of the Catholic clergy of the diocese and his friends attended the obsequies yesterday, and escorted the remains to the vault in St. Patrick's cathedral.

A mass meeting of the shipowners was held last evening at No. 21 Avenue D, at which speeches were made by members of the association and resolutions passed expressing a determination to adhere to the eight hour movement until it be universally recognized.

John Meyer, an oysterman, was arraigned before Justice Dowling yesterday for stealing \$1,092 in greenbacks from a stranger whom he inveigled into a Chatham street clothing store.

A fire occurred yesterday morning at 563 Broadway, occupied by Mrs. Mary A. Baker. Loss about one thousand eight hundred dollars.

The stock market opened firm and closed dull yesterday. Government were quiet. Gold closed at 123 1/2 %.

There was less excitement in commercial circles yesterday than on Friday, and the markets were more settled. Commercial values were well sustained as a general thing, but there were few changes of note in prices current. A good business was done for Saturday. Sugar was very firm. Coffee rather heavy. Refined petroleum firmer. Cotton dull unchanged. Dry goods dull and drooping. Freight to Europe very slow.

MISCELLANEOUS.

Mr. Killian has followed the example of his Fenian warriors, and left Eastport. Before abandoning the field he wrote to General Meade, asking if arms intended to protect fishermen in their labors were to be seized. General Meade replied that he should seize all arms intended to disturb neutrality, and, moreover, arrest all persons engaged in such work. Mr. Killian left soon after. The De Soto and Winoski are lying in the port of Eastport, and the Augusta was steaming in at the hour of our despatches.

The commissioners from British North America appointed with a view to inquiring into the best means of opening commercial intercourse between the two countries, and the British provinces in North America, have returned, and report very favorable progress in that direction.

The convention between the empire of Japan and the governments of the United States, Great Britain, France and Holland, providing for the payment to these governments of the sum of three millions of dollars for indemnities and expenses, has been officially proclaimed by the President.

The Secretary of the Treasury has issued a circular giving notice that the receipt of deposits on account of temporary loans, except for clearing house purposes, will be discontinued at Washington, New York, Philadelphia, Boston, Baltimore and Cincinnati.

The United States steamer Wachosett arrived at Manila, China sea, on February 21, from Batavia.

Yesterday the trial of Antonio Probst for the murder of the Deering family, in the neighborhood of Philadelphia, on the 7th of April, was concluded. The jury returned a verdict against him of murder in the first degree. Probst will be brought up on Tuesday next for sentence. There were great crowds surrounding the Court House where he was tried, during the day, and it was with difficulty the police escorted him in safety to the prison van.

In Raleigh, N. C., yesterday, an attachment for the arrest of General Roper for refusing to recognize a writ of habeas corpus issued in favor of Major Geo. was served by order of Judge Fowler. General Roper refused to be arrested, and the case awaits the decision of the President.

A fire involving a large loss occurred in Portland yesterday.

Dr. Menden, of Quebec, who has originated a plan of quarantine for cholera, is on his way to lay it before the President in Washington.

The crops in the West and South give promise of a certainly average and perhaps abundant yield. The first appearance of the wheat in the spring was quite encouraging, and it was thought to be more than half winter killed, but the later reports are more favorable. Fruit, particularly apples, pears and grapes, gives good signs, but peaches, in many localities of the West, are disastrously nipped in the bud. In the South the high price of cotton stimulates the planters to put down a great deal of ground in that staple, to the neglect of wheat and corn. The estimated yield of cotton is above two million bales. In Tennessee and Kentucky much less than the usual amount of tobacco will be raised, and the sugar crop in the Southwest, with the rice crop in the Southeast, will be well high failures.

Napoleon and Mexico.—A Step Towards an Armistice with Juarez.

From the extracts of a recent despatch to the Secretary of State from Mr. Bigelow, our Minister at Paris, which we published yesterday, it is apparent that the Emperor Napoleon, having resolved to withdraw from Mexico, in consideration of his friendly relations towards the United States, is anxious to come to an understanding with Juarez, for the suspension of hostilities between the liberals and imperialists, in order that the French evacuation may be expedited, and without any further useless effusion of blood.

Mr. Bigelow writes to Mr. Seward (January last), that in a conversation with M. Drun de Lhuys, the question was put to the latter, "whether it would not be possible in some way to arrest the useless and demoralizing warfare that was carried on in Mexico between Maximilian and the Juaristas," while the work of the French evacuation was going on. The French Minister for Foreign Affairs replied that "the wished there was" that "the atrocities practised were really too dreadful to speak of; but he did not know of anything he could do to discourage them, and asked if I (Mr. Bigelow) had anything to suggest." Mr. B. then intimated that he thought the Juaristas could be brought to terms; that "we had relations (as the French government was aware) with Senor Romero (the accepted representative of the Mexican republic at Washington), and that anything that he (M. Drun de Lhuys) would authorize me to say we should be most happy to say, of course, that we would have a tendency to terminate this brutalizing strife. His Excellency promised to speak of this, and also of the form of the assurance we had been discussing, to the Emperor." This is the latest information we have from Mr. Bigelow on the subject; but we think it opens the door to a peaceful French evacuation of Mexico, by an arrangement through the mediation of the United States between Napoleon and Maximilian on the one side, and Juarez, in the name of the Mexican republic, on the other.

There are many good reasons for the adoption of this course, and none to justify its rejection. The French troops sustaining Maximilian are to be withdrawn. We regard it as one of the question that Austria, in the face of her dangers at home, and the strong remonstrances of our government, will or can undertake to replace those French troops. But without some compromise with the liberals the recall of the first French installment will shut Maximilian in his capital, or compel him, with great losses in men and material, to fight his way to Vera Cruz. It has been reported that he contemplates a heavy draft upon the native

Mexicans; but as in this expedient he will only be arming the liberals we think it entitled to no serious attention. In a word, the affairs of his imperial house in Mexico and in Austria are in such a critical state that Maximilian must retire from Mexico with the French. If the suspension of French reinforcements has already resulted in shortening his lines, and in a series of important successes to the liberals, from the valley of the Rio Grande to the Pacific coast, what else but his complete overthrow can follow his efforts to maintain his throne with any material reduction of his remaining French troops?

M. Drun de Lhuys says that "the atrocities practised" in the war carried on between Maximilian and the Juaristas "are too dreadful to speak of." We know but little of them; but we can imagine what they are from the fact that the war, on the part of Maximilian, has been proclaimed a war of extermination. That the atrocities thus committed against the liberals will surely be remembered by them with the opportunity for retaliation we cannot doubt, and that they will soon have the opportunity, unless restrained by a satisfactory armistice, is morally certain. We hope and trust, accordingly, that the hint thrown out by our Minister at Paris will be acted upon by Napoleon; for, through the mediation of the United States, he and Maximilian may retire without financial losses and without further bloodshed. Nay, more, without loss to ourselves we can secure in a manner satisfactory to all the interests of foreign commerce, the indemnities of Napoleon, the perquisites of Maximilian, and the re-establishment of the Mexican republic on the basis of law, order, international good faith and commercial fair play. An armistice with Juarez through the agency of the United States is therefore the true course for Napoleon and Maximilian.

Art and Auctions.—The Swindlers at Picture Sales.

We publish this morning a report of a very curious and amusing scene which occurred at a picture sale conducted by Mr. H. H. Leeds, at the old Dusseldorf Gallery. The auctioneer and the owner of the collection were very indignant on account of a criticism which appeared in our columns a few days ago, impeaching the veracity of the catalogue of the pictures to be sold. The catalogue stated that in the collection were paintings by Rubens, Titian, Carlo Dolci, Vandyke, Teniers, Paul Veronese, Wouvermans, Cuyt, Murillo, and other famous artists, and the auctioneer offered to give certificates of the authenticity of these works. We thought that almost every sensible person knew that there are few if any of the original pictures of these masters in this country, and that they would not be hawked about at auctions if they were here; but, in order to guard ignorant buyers from the possibility of being deceived by the glib protestations of the auctioneer, our critic very properly informed the public of the real facts of the case. At this the auctioneer and the owner took great umbrage; and when the sale was resumed on Friday evening threats were made to forcibly eject our critic from the room, and a couple of irate individuals indulged in the most irate but unsuccessful efforts to discover him. The public had taken the alarm, however, and all the eloquence of the auctioneer could not persuade them to bid high for the paintings. The more he raved against the HERALD and the louder he boasted of the genuineness of the works he offered the more the bidders seemed to be convinced of the deception attempted to be practised, and the consequence was that paintings catalogued as by "the old masters" sold for about the value of their frames. Very few of our readers will need to be told that if these paintings had been genuine some of them would have been worth their weight in gold, and others could not have been purchased at any price.

The fun of the performance on Friday evening would not have been complete without the announcement that the establishment which had so thoroughly exposed would not advertise any longer in the NEW YORK HERALD. This announcement does not at all surprise us. Like some of the theatrical managers, these auctioneers of bogus pictures are afraid of our candid and impartial criticisms. They are in the condition of Jeff Davis—they want to be let alone. Their business is no better than that of the Peter Funks who used to infest this city, and a public exposure of their shams is fatal to them. If there be any law to reach them we hope to see them advertised in the police reports and sent to Sing Sing to keep company with Burnham, the mock auctioneer. We do not apply these remarks solely to the instance to which we have before alluded, but to all sales in which picture dealers try to delude their customers into the belief that they are buying the works of Rubens, Titian and Carlo Dolci. In the present case Mr. Smith, of Philadelphia, and Mr. Leeds, the auctioneer, may possibly err through ignorance. The dealers may also be deceived. They may conscientiously believe that original works by the most celebrated artists are as plentiful and as cheap as colicloth. They may not be aware of the fact that such works are almost priceless and that any art gallery in this country or Europe would be glad to purchase them no matter how high the figure at which they are held. Some accident of which we know nothing may have compelled Mr. Smith, of Philadelphia, to sell what he believed to be his Paul Veronese, his Vandyke and his Teniers at auction for what he can get. He may be an enthusiastic and benevolent gentleman, anxious to devote great works of art among the people and therefore willing to take fifteen, fifty and two hundred dollars for paintings which would be cheap at fifteen, fifty and one hundred thousand if they were what he represents. Mr. Leeds, who has sold many pictures, may have been deluded into thinking that these paintings were really by the old masters, and his conscience may have permitted him to offer them at prices about equal to those brought by good photographs. We give the parties concerned the benefit of every doubt. We make every possible allowance for human credulity. But after all this the fact remains that these pictures were not by Carlo Dolci and the other masters, and thus Messrs. Smith and Leeds can only escape the charge of deception by pleading an ignorance so gross as to prove them incompetent to conduct picture sales in an intelligent manner.

We are glad to say that the American people are making rapid advances in their devotion to art. Thousands of dollars are expended for pictures in this city every week. There are

numbers of very excellent private collections here, and few first class residences are unadorned by paintings. American artists are well patronized. Foreign artists find here a ready market for good pictures. The love of art is spreading through almost all classes of our population. The galleries are well attended and artistic receptions are among our most fashionable reunions. Of course when there are so many buyers some of them buy injudiciously and are badly swindled. They learn the names of the great artists, and when a picture by such an artist is advertised and in impudent fellow offers to give a written guarantee of its genuineness, they are very likely to purchase it. Some of the picture dealers take advantage of this disposition and impose upon the uninitiated by selling mere copies and daubs for original works. It is to be regretted, to advise and to warn the public against bad pictures and bogus pictures, and to inform the public about the style and the prices of good pictures that we publish criticisms upon the fine arts. We care nothing about the picture dealers and the auctioneers and their advertisements, so far as our criticisms are concerned. If a person advertises in the HERALD he does so to attract public attention to what he has to sell or to what he wishes to purchase, and he gets the full worth of his money in the publicity afforded by our unequalled circulation. What we may choose to say of his pictures, his theatre or his art is quite another matter. Our opinions cannot be purchased nor suppressed. We write for the good of the public and must therefore write impartially and independently. In this spirit our criticisms are published, and if anybody is injured by having the truth told, so much the worse for the injured parties. Other papers adopt a different principle. Pay their price and they will endorse all that their advertisers may say of bogus Murillos and Vandykes. Mr. Smith is evidently astonished to find that his advertisement has not secured our praises for his pictures. He comes from Philadelphia, where Daly bought up the dramatic critics with an oyster supper. Perhaps the Philadelphia art critics are for sale also. If so, why did not Mr. Smith dispose of his collection at Philadelphia? Advertisements or no advertisements, we assure the public that no genuine works of the old masters are ever sold cheap at auction, and we urge them to buy the genuine works of living artists in preference to poor copies of famous paintings. We also urge our artists to be more careful in their labors, to give us fewer and better pictures, and not to disgrace themselves and their country by inferior productions which only tend to make people prefer those bad paintings that are gilded by great names.

Charity and Charitable Institutions.

The Queen of England has just performed an act the parallel of which is not to be found in the history of the British Crown. She has publicly complimented an American citizen upon an act of munificence well deserving royal commendation. The poor of London will long cherish the memory of a gentleman of such princely liberality as Mr. George Peabody, and the nobility and the affluent will be inspired by his example to fresh and more extended deeds of charity.

Charity is among the brightest virtues of any age or nation. It not only covers multitudes of sins, but it is a most acceptable offering at the throne of Heaven. The consciousness of having performed an act of pure charity, in relieving the distressed, or, angel-like, casting the mantle of oblivion upon the misfortunes and minor transgressions of mankind, is among the most enjoyable sensations in human nature. "Cast your bread upon the waters and it will return to you in many days." So after the performance of charitable acts will the consolation come to the sinner and even sinful heart, in moments of disaster and despondency, that a heavenly duty has been performed.

Charity should be a universal institution. It is very well for religious sects and different nationalities to have their charitable societies. No doubt great good is accomplished by these excellent associations. "The poor ye have always among you," and to mitigate their sufferings in any manner is doing great good. But the spirit of tenderness and love which a charitable disposition engenders should not be confined to any particular sect or nationality. To remove trouble from the distressed is among the noblest emotions and should not be absolutely restricted within certain lines. The charitable societies in this city are mostly of this description. There are Catholic, Protestant, Masonic, Odd Fellows and numerous other institutions established on the basis of charity that confine their deeds of goodness to their own members. Why cannot charitable institutions be created in a great city like this that shall know no sect, no nationality, no favoritism, no partisanship, but be at once a home for the distressed and decrepit in all ranks and classes of society and an honor to the metropolis. Here is a splendid opportunity for our rich men—Stewarts, Vanderbilts and others—to emulate the example of the American millionaires in London, and found an institution of charity that will stand without a rival in the world. Let the noble-hearted ladies of the city take an interest in this subject. Let those who are both wealthy and charitable congregate together and recommend to the public some system of charity that will be universal and sure to do good to all sects alike. Many poor old women are suffering for the necessities of life, when a little attention and a little relief would smooth their pathway to their final home. Many aged men and unfortunate cripples who are able to do a little work are out of employment, and like many young creatures of the other sex, running into vice and degradation. It would be a good plan for the rich ladies of New York to take the initiative in this great moral undertaking. They can raise funds to purchase goods at wholesale that may be worked up at cost by poor needlewomen and disposed of at some established store or bazaar for their benefit. These stores can be distributed all over the city, and when it becomes known that those who purchase from them are relieving the necessities of some unfortunate human being their success cannot be doubted. We are aware that a few anti-sectarian charitable institutions exist in this city; but they are all upon a small scale, and, although doing good to the extent of their abilities, do not accomplish as much as an institution established upon the plan we propose. We call the notice of our opulent citizens and invite the especial attention of the charitable ladies of New York to this interesting enterprise.

Our Mercantile Marine.—The Changes of a Quarter of a Century.

No better evidence of the wonderful progress of the American nation towards commercial greatness can be found than in taking a glance at the strength of its shipping interest only a quarter of a century ago and comparing it with its condition at the present time. It is true we have not improved a great deal since the former period in American steam lines to Europe, but the magnitude of the European trade carried on in foreign steamers, and its increasing tendency, show that there is commerce enough for all, and that with common liberality on the part of the government the Americans can establish transatlantic lines that will eclipse those of any of their European rivals. The extent and success of their coastwise, South American and Pacific steam lines demonstrate this conclusively.

Twenty-five years ago there was scarcely an American ocean steamship afloat. There was not a coastwise steam line to any of the Southern ports, to New Orleans, Mobile, Savannah, or even to Norfolk or Richmond. The great traffic with Europe was carried on in splendid packet ships, the superior of anything of the kind then upon the seas. Who at all cognizant of the character of our mercantile marine of those days can forget those beautiful models of sailing craft, those ample and elegant accommodations for passengers, that large capacity for freight to be found in those admirably officered and fast sailing packet ships, the European liners? There was the London line of Grinnell, Minturn &amp; Co., with the ships St. James, Montreal, Gladiator, Mediator, Wellington, Quebec, Philadelphia, Samson, President, Ontario, Toronto and Westminster—all great favorites with travelers. There were the E. K. Collins &amp; Co.'s dramatic line of Liverpool packets, including those names well known to fame, Sheridan, Garrick, Roscius and Siddons; Stephen Whitney's line, with the Stephen Whitney, United States, Virginian and Sheffield; Goodhue &amp; Co.'s and C. H. Marshall's old lines, with the New York, Cambridge, North America, Europe, Oxford, Columbus, South America and England; besides, in other lines, the George Washington, Patrick Henry, Rochester, Roscoe, &amp;c. Then we had also Boyd &amp; Hinckley's Havre line of packets, with the Utica, Charles Carroll, Erie and Baltimore; in other lines, the Emerald, Louis Philippe, Silvio de Grasses, Duchesse d'Orleans, Burgundy, Ville de Lyons, Rhone, Iowa, Poland, Albany, &amp;c. There were also other sailing ships in the transient carrying trade with Europe, but not a single American steamship. We were obliged, therefore, to look to the packet ships for our latest European advices; and that the HERALD of those days distanced its newspaper rivals in obtaining the earliest foreign intelligence can be attested by the officers of each liner, every branch pilot and the great mercantile and reading public of New York at that period now living. We had the introduction about that time of the well remembered British steamship Great Western, which, with the ill-fated President, the British Queen, Liverpool, &amp;c., followed the pioneer steamer, the Sirius, in opening the Atlantic to the great purposes of ocean steam navigation. The subsequent energetic efforts of Mr. Collins to establish his line of magnificent ocean steamers, with the Arctic, Baltic, Atlantic, Pacific and Adriatic, as well as the efforts to create other lines of American transatlantic steamers by Commodore Vanderbilt and other public-spirited Americans, are familiar to our readers; and their want of success in establishing their lines permanently was no fault of theirs, but was rather owing to the failure of Congress to encourage such important national enterprises. The day is not distant, however, when we will find American steam lines between New York and European ports established upon foundations sure to last.

Turning from the past to the present we find in our advertising columns the list of foreign steamers doing the carrying trade increased, and to have entirely usurped the places occupied by our noble fleet of sailing packets of former days. Most prominent among these lines are the Casar steamers, which have attained a degree of popularity and success unparalleled by any other line in the history of ocean traffic with America. We next have the Inman line, sailing semi-weekly, and carrying the United States mails, with the City of London, City of Paris, Pittsburg, &amp;c. The National Steamship Navigation Company's weekly line, with the steamships Holmboe, Scotland, England, Virginia, Queen, Erin, Pennsylvania and Louisiana, via Queenstown. The North American Lloyd's first class United States mail steamships for Bremen, via Cowes, including the Atlantic and Baltic, the Ericsson and Western Metropolis. The General Transatlantic Company's mail steamers between New York and Havre, calling at Brazil—the only direct line to France—including the Washington, Perrier, Napoleon III. and Lafayette. The American Packet Company's line of iron steamers to Hamburg, leaving after the 14th instant, every Saturday for Hamburg. The London and New York Steamship line, including the Atlanta, Bellona, Colla and Wm. Penn. The North German Lloyd's line for Bremen, via Southampton, taking passengers to London, Havre, Southampton and Bremen. Arrangements for a new American line of steamers between New York and ports in the Mediterranean, with Genoa as the principal foreign port, as well as a new line between this port and Liverpool, are in progress.

The above include the chief lines of steamers between this and European ports. When it is remembered that only three or four steamships were engaged in this trade twenty-five years ago, and that upwards of fifty are in it now and over eighty altogether steaming between Europe and American ports, not including Canadian, the magnitude of the trade may be conceived. This does not, of course, include sailing vessels, only one or two of which we see advertised. Coming now to the strictly American coastwise and Central and South American steam lines, we find that the newspapers twenty-five years ago did not contain the name of a solitary steamship leaving here for a Southern port. There were, however, several fine lines of sailing packets plying between this port, New Orleans, Mobile, Savannah, &amp;c. To-day there are American steamship lines to Brazil, Central America, the Isthmus, up the California and Oregon coasts, Vera Cruz, Sisal, St. Jago, Havana, Galveston, the Danish West Indies, New Orleans, Mobile, Savannah, Charleston, Wilmington, N. C., Newbern, Norfolk, City Point, Richmond, &amp;c., &amp;c. Prominent among these lines are the St. Louis of the Pacific

Mail Steamship Company. Taking the fine and commodious steamers Arizona, Costa Rica and New York, or the new and elegant Henry Chauncey, you leave here tri-monthly for Aspinwall, and after crossing the Isthmus you take the Golden Age, the Golden City or the Constitution, under which glorious names you enter the golden gates of California. There is another line to California, called the Opposition, via Lake Nicaragua, leaving on the 20th of each month, on which line the fast steamship Santiago de Cuba is a favorite. The line to Rio Janeiro, via St. Thomas, Para, Pernambuco and Bahia, leaves monthly, carrying the United States and Brazil mails, and is composed of the steamers North America, South America and Havana. For Santiago de Cuba we have the Fakkee and others. For Havana we have the Eagle, Morro Castle, Columbia, &amp;c. The American and Mexican Steamship Company's line, for Havana, Sisal and Vera Cruz, with the new and elegant sidewheel steamer Vera Cruz (lately lost), Manhattan, &amp;c. The lines for New Orleans are composed of very fine and substantial steamships. The Crowmell line comprises the first class steamships George Washington, George Cromwell, Star of the Union, Neshannock and General Grant. The Star line is composed of some of the finest steamships that ever floated. It embraces the new and splendid sidewheel steamships Morning Star (gone to Rio Janeiro, supplying the place of the Havana temporarily), Evening Star, Guiding Star, Rising Star, the new and first class screw steamships Mississippi, Merrimack, Matanzas and Monterey. We have also the Black Star line, composed of the following first class steamships:—Fung Shuey, R. R. Cuyler, Montgomery, Marmion and Huntsville. The Coastwise Company despatch superior steamers for New Orleans, and give bills of lading to Mobile, Pensacola, Apalachicola, St. Mark's, Galveston, Indianola, Port Lavaca, &amp;c. There are also for New Orleans the New York Mail Steamship Company's line, with the Monterey and others; also Carrington's line, with the steamship Alabama, &amp;c. For Galveston we have Mallory's line, the steamship General Sedgwick, &amp;c. For Savannah there are the Empire sidewheel line, with the steamships Missouri, San Salvador, &amp;c.; Pioneer line, with the steamship Hunter, Tybee, &amp;c.; Murray's line, with the steamships Virgo and Leo; Livingston, Fox &amp; Co.'s line, with the steamships Herman Livingston, Flambeau and others. For Charleston, Livingston, Fox &amp; Co.'s line, with the Emily B. Souder, Monck, &amp;c.; also Leary's regular line, with the steamship Saragossa and others. For Norfolk, City Point and Richmond, the elegant sidewheel steamers Hatteras and Albemarle, and the Old line, with the steamers Niagara and Saratoga. But to enumerate all the steamships and companies engaged in the Southern coastwise trade would occupy too much space at this time. It is sufficient to know that they exist, that the American steam marine has the monopoly of the American carrying trade to all the points on this continent, and that whatever may be the present advantage of foreign steam lines with regard to European commerce, it must be recollected that we are only a year out of the war; and having done so handsomely already in regard to continental steam communication, what may be expected in another year with regard to our steam connections with Europe?

Strikes and Combinations.—Labor versus Capital.

The shipcarpenters, joiners and caulkers of the city recently demanded that eight hours should constitute a day's labor, and should be paid the same sum as the day's labor of ten hours had previously been. The employers refused to meet this requirement, and the journeymen accordingly ceased labor, resorting to the usual trade organizations to withdraw all laborers from the yards till the builders should come to terms. The effect of this step has been to cause the builders to combine, in their turn, against the journeymen; and they have now determined not to employ any of these latter unless they abandon the trade organizations and go on with their work as soon as practicable, without allowing the eight hour demand. The journeymen, therefore, seem just now to be in danger of getting the worst of the dispute.

It is the old question of labor and capital still; but the practical fact at issue just now is simple enough. It is, which is the stronger of two combinations—the combination of labor or that of capital. However any one may naturally sympathize with intelligent labor in demanding what it believes to be a rightful concession, it ought not to be encouraged to persevere uselessly and to its own ruin. Up to a certain point the demands of labor, however made, are conceded. The competition for labor on the part of capital carries it as high as it can go. But if it goes to the point at which its demands are refused, and endeavors to force them by combination, then it sooner or later inevitably forces combination on the other side also; and the moment it has done this the balance of power is against labor. Work is suspended for a time, but workmen are imported; the demand draws in a supply of the discontented from other quarters; there is eventually a glut and wages may go even lower than they were before. Consequently it is only wise when combination has been resorted to on both sides for strikers and employers to make some arrangement as soon as possible.

Another point against the strikers is that the financial tide has turned the other way. To demand the same wages for a shorter day is to demand, in fact, an increase of wages. It is too late for this. Demands for increase succeeded while the tendency was toward expansion in the currency. When a dollar was every day becoming worth less men had to have more of them, and strikers were successful. Now it is the other way. Contraction is in progress. A paper dollar becomes constantly worth more, and if there is any change in wages it cannot be an increase.

RECONSTRUCTION OF THE CHURCH.—When the late war broke out belligerent feelings were displayed where one would have least expected to find them—that is, in the churches, whose special mission is to preach the gospel of peace. The Church North and the Church South were at loggerheads. Conventions and conventions disputed points which were merely secular and had more bearing upon political views than doctrinal matters or religious tenets. The disputants in the several branches of the unlimited number of churches involved in controversy seem to have learned sense since the war has been concluded, and are now disposed to harmonize and forego